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號五十二百九千九萬一第

日六初月四年戌壬

HONGKONG, TUESDAY, MAY 2ND, 1922 二拜禮

號二月五年一十國民華中

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WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " " " " 10 " "
9.00 " " " " " 15 " "
10.00 " " " " " 15 " "
11.00 " " " " " 15 " "
12.00 noon " " " " " 10 " "
1.00 p.m. " " " " " 15 " "
2.00 " " " " " 15 " "
3.00 " " " " " 10 " "
4.00 " " " " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

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8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " " " " 10 " "
10.30 " " " " " 15 " "
11.30 " " " " " 15 " "
12.00 noon " " " " " 10 " "
1.00 p.m. " " " " " 15 " "
2.00 " " " " " 15 " "
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1921
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TIME-TABLE.

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DOWN TRAINS

Stations	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015
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27 x 3 1/2	...	35.00	5.25
29 x 3 1/2	...	38.00	5.50
30 x 3 1/2	...	45.00	7.50
31 x 4	...	55.00	8.50
Size	Millimeter Sizes Fabric Clincher	Tyres	Tubes
875 x 105	...	68.00	8.00
815 x 120	...	70.00	9.75
815 x 125	...	120.00	10.50
880 x 120	...	120.00	11.00
880 x 135	...	82.75	11.50
885 x 135	...	95.00	12.00
885 x 135	...	99.00	12.25
Size	Inch Sizes Royal Cord	Tyres	Tubes
32 x 4	...	85.00	8.00
32 x 4 1/2	...	115.50	9.75
33 x 4 1/2	...	120.00	10.50
34 x 4 1/2	...	130.00	11.00
34 x 4 1/2	...	135.00	11.75
34 x 4 1/2	...	137.00	12.00
35 x 4 1/2	...	138.50	12.25
35 x 4 1/2	...	145.00	13.00
35 x 5	...	155.00	13.50
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THE PROBLEM OF MACAO.

A SUGGESTION FOR A SETTLEMENT.

[SPECIAL ARTICLE.]

Rumour has it that Dr. de Freitas—Minister Plenipotentiary of Portugal—who has been negotiating with Governor Chen Chiung Ming about the "Macao trouble," as it has grown to be called, has been able to fix-up a truce for eight or nine months. This will give the Minister ample time in which to get in touch with his Home Authorities, or better still to go and see them, and enlighten them upon the peculiar difficulties of the problem. It will be admitted that Macao has been a very kind and useful sanctum for foreigners, both in the very early days of intercourse with China, and more recently for the need of a first and change from the climate of Hongkong and Canton; and Macao has also been an asylum to which Chinese in large numbers have continually resorted during periods of political trouble and upset. But in the utilitarian age in which we live one cannot help enquiring if Portugal has done anything to justify her hold on Macao through so many hundreds of years! Merely beautifying the place—and it is beautiful—constitutes, of course, no valid reason. Her trade today is small; she is off the highway of the world's trading ships, and those that visit her lie far off: her harbour is regularly silted up. What of her revenues? Are they of such a nature that they can be tolerated in this enlightened age? Is it fair to China—and, for that matter, to Hongkong—to have such a neighbour, when she has tried so bravely to deal with the opium and morphia trade? The general feeling and thought, the heart and intelligence of the people of the world are against it. The writings of many, and the attitude of the leaders in the great League of Nations, declare against it. Neither is her opium farm, her gambling, or her red-light houses, a credit to her; but can she live without the revenues derived from these? If not, it were better for her to die and become a Chinese township pure and simple, albeit an interesting relic of the past.

The controversy between China and Portugal has been of long standing and bitter on both sides, and to-day, seems almost as far off a settlement as 400 years ago. Indeed, it is but a few weeks since the state of tension was definitely acute and had not Colonel Hayley Bell and the Commander of the *Turandot*, Captain Cloete, exercised their kindly offices, and had not the native good sense of the Chinese Naval Commander and of H.E. the Portuguese Governor prevailed, bloodshed must have ensued. It is difficult to surmise whereunto such a stage of things would have spread in these strange days in Canton. The elements of a violent quarrel were, and still are, present in the situation. A little unconsidered trifle, or needless heat, might easily explode a very dangerous mine of racial animosity. A permanent solution must surely be found, although at the moment the difficulties may seem well nigh insuperable.

HISTORY OF THE CONTROVERSY.

For a better appreciation of the difficulty, a brief historical survey must be made. In the early years of the 14th century Portuguese sailors and settlers arrived at the Harbour of A Ma Ngau—"the Goddess of A Ma." They found an equitable and not unpleasant, albeit a somewhat moist, climate. Business could be done and money made. In 1457 permission was secured from the Chinese authorities to erect factories. Having got in, the Portuguese naturally took root; they could not be turned out. In 1573 the Chinese built across the isthmus a wall, which still stands, a symbol of China's desire to exclude the "barbarian." Ten years later the first Macao Senate was organised and Jeronimo de Silveira became the first royal Governor. The contest between Portuguese and Chinese authority was particularly keen, for China still held large powers through her mandarins who even insisted that European criminals should be placed in their hands. So matters continued for more than 200 years, until indeed in 1849 Ferreira do Amaral, the then Governor, put an end to the controversy, being strong enough to place Chinese representatives in Macao on the same footing as those of other nations; and although he paid the penalty with his life his successors carried out his policy. To this day, however, although Macao may be described *de facto* a Portuguese pos-

session, the Chinese Government persistently refuses to recognise the Portuguese claim to territorial rights. The rent paid by the Portuguese of some \$700 per annum was an acknowledgment—so it appears to the lay mind—of the right of the Chinese contention that the Portuguese were only lessees or tenants at will.

This is the crux of the whole matter: Are they tenants at will or are they in possession of their own territory? In 1887 a Treaty was arranged in which one clause represents Portugal as being in "perpetual occupation and government of Macao." Another, as showing that "Portugal would never alienate Macao or its dependencies without consent of China." To-day it is not a question of alienation at all, but of "territorial rights." The Chinese claim the right to cruise in their own waters and to erect fort or what not in their own territory. The Macao Government objects to this intrusion in their preserves. How is the matter to be settled? Geographically and historically, Macao, being attached to the mainland territory of Heungshan, belonged to China; for 450 or more years the Portuguese have held it and now they say "hands off." Dr. de Freitas, must, we fear, go home to find out how to keep "hands on."

POSSIBLE SOLUTIONS OF THE PROBLEM.

What are the possible methods of dealing with the matter? They are not numerous:

Firstly—China and Portugal might engage in a little war—a local conflict. But having lived together so intimately and for so long a time, it is impossible to think of such a solution. The feelings that would be stirred would be so intense and the possible repercussions too far-reaching. In such a solution madness lies. Still, the human heart being as it is, the possibility must come within the purview of this article.

Secondly—The dispute might be referred to the League of Nations; that most excellent body which can give such splendid advice but has very little executive power—as yet! The League might ask Portugal to return Macao to China! But Macao is not like Shantung or Tsingtau or Weihaiwei, places in foreign occupation only born yesterday. Again, it might be suggested by some who are forgetful of the history of the past that China should buy the place back from Portugal. But remembering that the Treaty agreed to "perpetual occupation" such a solution is hardly possible: nor is it likely to find favour in the eyes of Portugal. Further, China is "hard hit" and money is by no means "easy"—a very dispassionate tribunal would have to assess values.

What other solution is there? We do not know what fertile brains might originate, but we offer the suggestion that Macao, a free port made so in 1845, be now raised to the dignity of a Treaty Port. And that the usual Consular representatives be appointed to look after the interests of their various nationals, and further particularly that the Portuguese representative should be in perpetuity Doyen of the Consular Body in recognition of Portugal's long and honourable connection with Macao. Public buildings, forts, etc., could be purchased by China as might be agreed upon; some for China's use, some for "use as Public Offices or for general purposes." The usual expenses connected with Municipal administration could be, as to a part, met by an agreed proportion of the Customs revenue, collected by the Chinese Customs Service, being regularly set aside for this purpose. The civic life of the port would be attended to by a Mixed Municipal Council or locally-elected Governing Board. Such contribution would also serve as a set off to lessen taxation and to lighten the change from a free port to a Treaty port with its Customs collectorate. Principles being agreed upon, details could easily be adjusted. Thus would an old sore be healed. Thus would peace be assured to the gain of China and of the world. Projected railways and roads to Canton and to the hinterland might very well materialize; local trade interests would be augmented; Portuguese prestige would be increased; and with good will all round the many potentialities of this ancient centre of Portuguese occupation and trade might become realities.

SIR EDWARD AND LADY PEARCE.

RECEPTION BY THE SHANGHAI COMMUNITY.

Sir Edward and Lady Pearce were guests of honour at a reception held in the Town Hall, Shanghai, last week, and arranged by the British Society by way of recognition and appreciation of the knighthood conferred upon Sir Edward.

"The sentiments of the Community were voiced in a speech by Mr. H. H. Fox, C.M.G., who in the course of it said: 'I believe that when honours are to be bestowed for public services those in authority are often confronted with the difficulty of choosing between the claims of persons of equal or nearly equal merit. In this case I don't think that difficulty can ever have arisen because here there are no conflicting claims: Sir Edward stands by himself alone. We are not always of one mind and we may differ on such subjects as trees on the Bund, publicity at Council meetings, the tram service and our military band, but I know that had this community of ours been asked to assemble in public meeting—I would even include our foreign friends and say the rate-payers of Shanghai—and had they been asked to vote for a candidate for this honour, there would have been no difficulty at all in getting a quorum but rate-payers would have had themselves carried if need be on stretchers into this hall to record their vote for 'Edward Charles Pearce.' This feeling of affection and respect which Sir Edward has gained in this community is surely not the least of his rewards."

SIR EDWARD REPLIES.

Sir Edward Pearce, who was received most cordially, replied as follows:—"It is very difficult for me adequately to express our great appreciation and thanks for the kind reception given in our honour this afternoon, and for the kindly words spoken by my friend Mr. Fox, which you have received with so much approbation. 'Both Lady Pearce and myself are truly overpowered by the kindly thought that prompted you to give us this welcome together with your most appreciative congratulations on the great honour conferred on me by His Majesty King George through H.R.H. the Prince of Wales during his recent visit to Hongkong.'"

"The honour of knighthood, coming so soon after the Hongkong Government had conferred on me through Marshal Joffre, the high decoration of the Legion of Honour is not only a great compliment to myself but a greater compliment to and a recognition of this great cosmopolitan city in which we all dwell."

"It may interest you all to know that immediately prior to my investiture by H.R.H. I had the honour of having a most pleasant and memorable talk with the Prince, who, in his charming manner, informed me that he wished it made known in Shanghai how exceedingly sorry he was that circumstances prevented him from visiting us or any other Treaty Port. It seemed to him such a pity not to see this huge country in which he is very greatly interested, when he had come so far."

He sent you all his kindest and greetings and thanked Mr. Mackay and myself for your address of welcome and loyalty."

Again, Ladies and Gentlemen, both Lady Pearce and myself extend to you all our heartfelt thanks for your kindness and your genial welcome on our return to Shanghai."

At the end of Mr. Trencard Davis, three hearty cheers were given for Sir Edward and Lady Pearce, and the welcome thus accomplished, the party disposed itself to dancing.

THE COMMON RULES OF POLITENESS.

A TRAM-CAR INCIDENT.

A Chinese who tried to force his way out of a tramcar to the annoyance of an Englishman paid for his impoliteness at the Magistracy, yesterday, when Mr. Fraser imposed a fine of \$10 with the option of seven days' imprisonment for assaulting a Sapper of the Royal Engineers named W. P. Cleaver.

According to Inspector Caygill's opening statement, the complainant and the defendant, a *yok* in the employ of the Hongkong and Shanghai Bank—were on a tram-car. The complainant was carrying a baby and was attempting to get off the car, when the defendant rushed by and struck the sapper in the face. When the complainant came to the Central Station his nose and mouth were bleeding.

In his evidence the complainant said that he was attempting to keep the baby out of the press when a Chinese rushed by and struck him in the mouth. "I tried to kick him," continued complainant, "but he ran away and then came back and struck me another blow in the face."

The defendant then gave his version of the incident. "The complainant," he said, "was standing in front of the exit and I was just behind him. I was under the impression that he was going to leave the car, but when the car stopped the soldier did not move. I found my way past and then the soldier kicked me on the arms and legs. I have still got the marks."

Mrs. Cleaver corroborated her husband's statement and said that the Chinese rushed past and knocked the baby's head.

The Magistrate (to the defendant): I think there was a certain amount of provocation, but on the other hand I don't think you understand the common rules of conduct and politeness.

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AMERICAN SHIPPING.

Mr. Albert Lasker, chairman of the United States Shipping Board, declares, in the *New York Journal of Commerce*, that American shipping faces the future with confidence. He advocates the abolition of Government control, and further urges that half the existing tonnage now under its control be scrapped and the other half absorbed by private ownership.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxel, Fleural, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 63, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—ANY, [21]

FIGHTING IN THE NORTH.

HEAVY ARTILLERY AND FIELD GUN ACTIONS.

CLASH OF ARMS BEGINS.

GENERAL WU PEI FU BOLDLY
ATTACKING.

PEKING, April 29th.
There was heavy fighting all day yesterday at Taching, near Machang, but there are no reports from that field to-day.
The Chihli troops are also attacking near Chinghsien, to the south of Langfang. Thus it appears that General Wu Pei Fu is boldly attacking the Fengtien forces, three main positions at widely distant points, but it is believed that General Wu Pei Fu sent only a holding force to the centre, hoping to smash the Fengtien resistance at Taching and Changshien, afterwards concentrating against Chinghsien.

The gunfire at Changshien can still be heard.

REINFORCEMENT OF U.S.
MARINES.

TIENSIN, April 29th.
In spite of apparently authentic reports, General Chang Tso Lin only arrived at Changhsien last night, and he is at present remaining there in a train, blocking the line and delaying traffic.
One hundred and fifty American Marines from Shanghai passed through to Peking at noon.

PEKING, April 29th.
Heavy fighting began at Changshien at three o'clock this morning.

General Wu Pei Fu, apparently, is launching a surprise attack.

Wounded Fengtien troops are already arriving at Peking, also struggling Fengtien troops from the field of battle.

The booming of guns can plainly be heard at the Legation quarter.

It is reported that there is fighting also at Machang and south Langfang.

CHANG TSO LIN'S MOVEMENTS.

PEKING, April 29th.
General Chang Tso Lin telegraphed the Government yesterday evening reporting that he will come southward to Shanhaikuan for the purpose of inspecting his troops, and that he is leaving military affairs at Mukden in the hands of General Chiao Keng Yung, the Fengtien Chief of Staff, while Wong Yan Ching, Director of the Fengtien Finance Bureau, will attend to civil affairs.

TIENSIN, April 29th.
There was heavy artillery and rifle firing yesterday from early morning till late at night between Machang and Taching, but the result of the fighting is not yet known.

American officers who returned to Tientsin from Paoingfu last night report seeing large forces of Chihli troops, including about 500 carts of supplies, proceeding eastwards towards Taching.

PEKING, April 29th.
General Feng Yu Hsiang commands the Chihli force attacking Changshien, which is driving back the Fengtien troops.

At 11 o'clock the latter had reached the Marco Polo bridge, at Lukouchiao. Heavy firing is still proceeding there.

FENGTIEN TROOPS OCCUPY KUAN.

The Fengtien forces repelled an attack south-west of Langfang, and, counter-attacking, occupied Kuan.

Later reports show that the Fengtien forces did not anticipate an attack by the Chihli forces at Taching, where the former had concentrated an attack upon two Brigades of the Twenty-Sixth Division of General Tsao Kuan's troops, whom they decimated; but, after the arrival of General Wu Pei Fu's own troops, fighting was heavily renewed this morning.

Large numbers of wounded Fengtien troops passed through Tientsin to-day, but nothing decisive is reported.

The battle is now raging at three points with a vigour unusual in Chinese engagements.

POSITIONS MAINTAINED.

PEKING, April 30th.
There was merely gunfire between the advanced artillery at Changshien to-day, both sides maintaining their yesterday's positions.

No fighting is reported on the east and middle fronts, but there are heavy concentrations of Chihli forces on the northern sections of the Peking-Hankow Railway, with heavier reinforcements of Fengtien troops by rail at this point, and heavier fighting is imminent.

MARTIAL LAW AT PEKING.

PEKING, April 29th.
Martial law was proclaimed at Peking, and the city gates were re-opened yesterday afternoon.

WU PEI FU AT CHUCHOW.

General Wu Pei Fu has arrived at Chuchow, from which place he is directing operations.

The Fengtien high command is quartered outside Tientsin.

AEROPLANE DROPS BOMB AT
FENGTAI.

TIENSIN, April 30th.
A Chihli aeroplane yesterday dropped a bomb at Fengtai, which did not inflict any damage, but the bomb contained propaganda leaflets denouncing General Chang Tso Lin, and stating that Kihin and Heilungkiang had declared independence.

NEWSPAPER REPORTS
UNCONFIRMED.

TIENSIN, April 30th.
The reports in the newspapers of large numbers of wounded having arrived are not confirmed by the railway officials, who state that very few wounded so far have reached Tientsin.

CASUALTIES VERY SMALL.

PEKING, April 29th.
The casualties at Changshien to-day appear to be very small compared with the heavy firing, which lasted till 8 o'clock this evening.

The Fengtien troops appear to have withstood the Chihli attack, although they were slightly pressed back until they were reinforced by 3,500 troops from Fengtai, who took up a position on a hill on the Fengtien left front, causing an immediate partial retirement of the Chihli forces.

A Fengtien cavalry division reached Mentoukou, where they are guarding against a flank movement.

Shirmishing is reported from the middle front.
Chinese military experts state that General Wu Pei Fu is only reconnoitering with his forces at Changshien, and that his real attack there will begin to-morrow, when the best Chihli troops are expected to reach the front.

FENGTIEN HEADQUARTERS
REPORT.

TIENSIN, April 30th.
The Fengtien troops' headquarters at Tientsin issued the following report last night, which must, naturally, be taken with reserve:—

At Machang there was fighting throughout the day and night of the 28th inst. between the Chihli Twenty-Sixth Division and First Regiment and the Fengtien First and Seventh Brigades.

The Fengtien forces attacked the Chihli forces on three sides, inflicting a severe defeat, wounding several hundred, capturing scores, and driving back the rest.

Mukden also suffered some casualties.

At Changshien, over 100 Chihli troops were captured, and between 50 to 60 wounded, including a brigadier of the Chihli forces, which were defeated.

The Chihli version has been issued, but various unofficial reports indicate that Fengtien gained a probable advantage at Machang, where at the outbreak of the fighting they met only General Wu Pei Fu's weakest troops.

FRENCH GUNBOAT AT TIENSIN.

TIENSIN, April 30th.
The French gunboat *Craonne* arrived last evening.

PREMIER CHOW TZE CHI
RESIGNS.

PEKING, April 29th.
Premier Chow Tze Chi has resigned, explaining that he accepted the Acting Premiership in the hope of arranging a settlement between General Chang Tso Lin and General Wu Pei Fu, but that having failed he does not desire to carry on.

CHINESE CRUISERS LEAVE
CHEFOO.

PEKING, April 29th.
Two Chinese cruisers left Chefoo on the 27th inst., after announcing their intention to cut the Peking-Mukden railway to the north of Shanhaikuan. This would seriously embarrass the Fengtien forces during hostilities and would cut off their retreat if defeated.

FOREIGNERS WARNED TO ENTER
CAPITAL.

LATER.
The Legations have warned their nationals in the vicinity of Peking to enter the capital.

Additional Legation guards are arriving, bringing their total to 1,200, but there is not likely to be any danger to foreigners, except possibly at outlying places at the hands of looting bands of defeated soldiery.

NIGHT ATTACK ORDERED.

PEKING, April 30th.
The Fengtien Commandant, at Chang Sin Tien ordered a night attack for this evening and the Chihli forces at Liu Li Hou are also preparing to attack late this afternoon.

Mutual desultory gun and machine-gun firing continued up to late this evening at nine o'clock heavy gunfire broke out eastwards of Chang Sin Tien, continuing without intermission.

According to semi-official Chinese reports, the Chihliites are driving out Fengtien troops at Chang Sin Tien, the latter retreating eastwards, while the Fengtien army's middle front is advancing from Kuan towards Kaopietin in the vicinity whereof heavy fighting is proceeding. The night is dark and clear, and the air still. The booming of Fengtien heavy artillery and lighter field pieces is plainly audible in the Legation quarter.

FIGHTING NEARER TO PEKING.

TIENSIN, May 1st.
The British Volunteers have been ordered to prepare for mobilisation at any moment, and to keep their rifles always handy.

The *Peking* and *Tientsin Times* states that the left wing of the Fengtien forces has crossed the grand canal and occupied Taching, while the centre occupies Yungching, but not Kuan. A message from Peking to the *Peking* and *Tientsin Times* says that artillery fire restarted at nightfall, appearing to be nearer Peking than hitherto.

It is reported that General Wu Pei Fu has delivered a flanking attack which might result in the interruption of the railway at Fengtai, where the railway telegraph staff were preparing to leave for Peking late on Saturday night.

CANTON NEWS.

AN EPIDEMIC OF RESIGNATIONS.

The following paragraphs are from *Canton Times*:—

Since General Chen Chiung-ming resigned from the governorship of this province, a number of provincial officials under the ex-Governor have sent in their resignations. In view of the fact that the government transactions may be interrupted by the resignations of these officials, President Sun Yat-sen has instructed them to clear all their work within one week's time before their resignations.

President Sun Yat-sen has appointed Wu Cho-sang, Superintendent of Military Stations of the Northern Expedition Headquarters. This position has been vacated by the resignation of Mr. Chung Sau-pam.

PRESIDENT SUN INSPECTS THE ARSENAL.

President Sun Yat-sen paid a whole day's visit to the Government Arsenal at Sheksheng last Saturday. The President left for Sheksheng at 9 o'clock in the morning by a motor boat, and arrived there at 10.30 a.m. On arrival at the Arsenal, the President was immediately taken by Mr. Ju Cho-man, Director of the Arsenal, to inspect its administration and work shops. The machines were inspected one by one by the President who made a very careful study of them while the engineers and experts were explaining their functions. The President took his luncheon with Mr. Ju at the Director's office, after which he continued his inspection of the other parts of the Arsenal which lasted a whole day until 7 p.m. in the evening when the Presidential party left Sheksheng. The President was followed by a few body guards.

FAMOUS LABOUR LEADER VISITING
CANTON.

Mr. Chan Kiating, Chairman of National Federation of Labour Organizations, is paying a visit in Canton. Mr. Chan, representing the National Labourers' Convention in Canton on the 3th inst. He and Mr. Y. P. Hsiah and other local labour leaders are holding a conference to promote labour activities.

LABOUR DAY CELEBRATION
AT CANTON.

Ever since the inauguration of the Republic "Labour Day" (May 1st) has been celebrated at Canton, and arrangements had been made for its celebration yesterday on a larger scale than ever. The day is made a general holiday, and no Chinese newspapers either in Canton or Hongkong will be published to-day in consequence. In Macao also an imposing Labour Day procession was organized to the cost of which (said to be \$20,000) every worker was required to contribute.

SPORT.

LAWN TENNIS.
OPEN SINGLES FINAL.

Yesterday's Open Singles final was noteworthy for the splendid game played by M. W. Lo. He was certainly at his best and, according to spectators who have seen him play for years past, it was the finest game they had ever seen him play. The Rumjahn—and there were four of them in the competition—have been tough propositions, but the toughest of the lot was yesterday's Rumjahn, known as "A.A." He was expected to put up a great fight against Lo, and by many he was fancied as a likely winner. But he was decisively beaten by three sets to love. Rumjahn certainly played well at times, but he was pitted against a man who excelled himself. Lo found out Rumjahn's weak spots early in the match, and by many masterly strokes played into the right corner of the court where the weakness was and gained point after point. In the first two sets, which were won by Lo by six sets to two on each occasion, Rumjahn could do nothing, and his whole time seemed to be occupied in getting the ball back without any idea of placing. In the final set Rumjahn rallied somewhat and in the opening stages played on more level terms. He gained three out of the first four games and made Lo go all out before he won the set by eight games to six.

The scores were 6-2, 6-2, 8-6.

Rumjahn was not quite so good as usual, but even at his best he would have been no match for Lo, who was at the top of his form. If Lo can only repeat yesterday's performance in the Challenge Round Ng Sze Kwong will have his work cut out to retain the championship. Since the beginning of the tournament he has improved considerably, and yesterday's play showed that in addition to a variety of strokes he was able to place the ball where he pleased. Rumjahn, on the other hand, played a somewhat "stodgy" game, which was mainly confined to the base-line and to a good back-hand and fore-hand drive. Still, all the Rumjahn players are young, and with a little more experience they ought to make a family name for themselves as excellent tournament players. "A.A." proved himself to be a player of no mean repute when on Saturday he defeated F. A. Redmond in the semi-final of the same competition by three sets to two.

Other results yesterday were:—
Handicap Singles "A." Final Round.—A. Brearley (12/8) beat R. K. Valentine (7/5), 7-5, 1-6, 6-4, 6-1.
Handicap Doubles.—F. A. Redmond and M. F. Roffey (1-1/8) beat R. and H. Hancock (3-3/8), 10-8, 6-4.

THE TENNIS LEAGUE.

Owing to the uncertainty of the weather the tennis league season opened on Saturday with only one match being played off. This was between the Police Recreation Club and the Mitsui Bussan Kaisha. The match resulted in a win for the M.B.K. team by 30 games to 40.

Scores:—
Pearson and Watts beat Katada and Ohta, 6-8; beat Kobayashi and Uyesini, 6-5; lost to Mijashima and Yamajinchi 1-10.

Grimm and Nicoll beat Mijashima and Yamajinchi, 9-2; lost Katada and Ohta, 5-6; beat Kobayashi and Uyesini, 8-3.
Perdue and Thorpe lost to Mijashima and Yamajinchi, 4-7; Katada and Ohta, 5-6; Kobayashi and Uyesini, 6-4.

BILLIARDS.

In the Palace Hotel Tournament at 6 p.m., yesterday, N. G. Gerard (1-100) beat S. Ballow (1-75). Final scores: Gerard 250, Ballow 61. The highest breaks were Gerard: 18, 13, 10, 13, 13.

At 8 p.m. J. Parkes (2-200) beat J. H. Tait (1-125). Final scores: Parkes 250, Tait 165. Highest breaks, Parkes: 34, 27, 24, 19, 18. Tait: 16.

To-night at 8 o'clock A. Green set plays N. B. Haslett and at 9 o'clock A. Gourley will be opposed by A. G. Pile.

GOLF.

THE "MOORE" CUP.

Mrs. Adams won the "Moore Cup" at Happy Valley the 28th ult., beating Mrs. Piercy in the final, to whom she had to concede 11 strokes, by the handsome margin of 5 up and three to play. Mrs. Adams was in very good form, doing the 18 holes in 91—one under Bogey.

REPORTED RAILWAY
ROBBERY.

Last Saturday's evening train from Kowloon, the *Canton Times* reports, was attacked by a gang of bandits near Shek-yu. The bandits succeeded in over-coming the railway police and mounted the train. They took away a large quantity of valuables and luggage belonging to the passengers and 20 passengers were taken for ransom. It is reported that the bandits are demanding a large sum of money for the release of their victims. The government, our Canton contemporary says, has instructed the authorities of Shek-yu to take immediate action to arrest these bandits and rescue the captured passengers.
Mr. H. P. Winslow, manager of the Kowloon-Canton Railway, states that no train from Kowloon has been interfered with.

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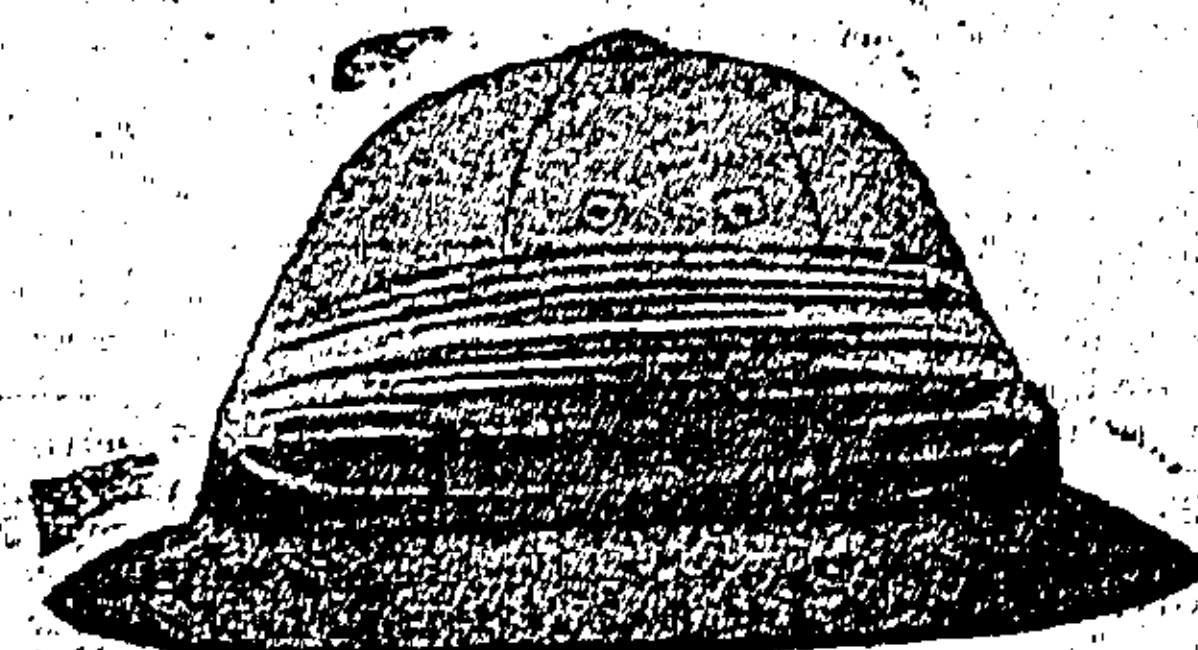
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G. H. CORSE, Jr.
1st May, 1932.

INTER-SCHOOLS SPORTS.

THESE SPORTS will be held at 1.30 p.m. on FRIDAY, 5th MAY, at Happy Valley. H.E. the Governor will distribute awards at 4 p.m. There will be an Old Boys Race of 250 yards.

LOST.

A T Repulse Bay a Black and White FOX TERRIER answers to name of "Kim." Information to BAXTER, c/o Chartered Bank.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

S.S. "TOTTORI MARU."

CONSIGNEES of Cargo by the above steamer are hereby notified that the whole of the same has been returned from SHANGHAI by S.S. "AKITA MARU" on the 30th April, and these Goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 1st May, 1932.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown and after 1st May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th May will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th May, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1932.

STREUTHERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via JAPAN PORTS & SHANGHAI.

THE Steamship

"WEST OROWA" having arrived from above mentioned ports on Monday, May 1st, 1932. Consignees are hereby notified that their cargo is being landed at their risk in the Godowns and extra insurance Godowns of the Hon-Shan Godown Co., and stored at Consignee's risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. Friday, May 5th, 1932, by the Company's Surveyors, Messrs. ANDERSON & ASSOC.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after May 8th, 1932, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STREUTHERS & BARRY, Agents.
U.S.S.B. Emergency Fleet Corp.
Hongkong, May 1st, 1932.

S.S. "ANGKOR"

SERVICES CONTRACTUAL DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remained undelivered after May 5th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th May, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on FRIDAY, the 5th May, at 10 a.m.

No Fire Insurance has been effected.

A. JOHARI, Acting Agent.
Hongkong, April 29th, 1932.

NEW ADVERTISEMENTS

CONSULATE DE FRANCE.

ACCORDING to instructions from the Governor-General of Indo-China, all Asiatic passengers and crews of steamers entering ports of Indo-China are requested to fulfil new precautionary requirements against the prevalence of plague and smallpox in the Colony.

For particulars apply at local French Consulate, Alexandra Buildings.
1932.

NOTICE.

It is hereby notified that the Valuation Lists for the Colony for the year 1932-1933 will be open to inspection at the Treasury for twenty-one days commencing on SATURDAY, the 22nd April, 1932.

C. M. MESSER, Treasurer and Assessor of Rates.
21st April, 1932.

NOTICE OF REMOVAL.

WE hereby give notice that from and after MONDAY, the 1st May, 1932, our offices will be situated at No. 5a Des Vieux Road Central (2nd floor).

DENNIS & BOWLEY.
Hongkong, 24th April, 1932.

NOTICE OF REMOVAL.

WE have This Day REMOVED our Office to No. 1, DES VIEUX ROAD CENTRAL above Messrs. Deacon, Looker, Deacon and Harston's office.

AMRATON V. APCAR & CO.
Hongkong, 1st May, 1932.

NOTICE.

WE have This Day REMOVED our Offices to the 2nd Floor of St. George's Building, CHATER ROAD.

DE SOUSA & CO., LTD.
947.

THE HONGKONG JOCKEY CLUB.

THE SECOND GYMKHANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, MAY 6th, commencing at 3 p.m.

The charge for admission will be \$1.00 for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price. The Stewards invite the Ladies of Hongkong to be present.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned on FRIDAY, the 12th May, 1932, at 12 noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1931.

The Share Register and Transfer Books will be CLOSED from the 5th to the 12th May, 1932, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 29th April, 1932.

SALE OF DIESEL MACHINERY.

TENDERS are invited for the purchase of one set of Vickers Diesel Machinery Marine Type, including one pair main engines with auxiliary machinery, propeller shafting and propellers. Each engine is designed to develop 800 B.H.P. at 380/400 revolutions.

The set is stored at the Taikeo Dock Engineering Works, and is packed in cases ready for removal. Purchaser will be required to remove the whole of the gear without any assistance of labour or appliances whatever from the Engineering Company stated or from the Admiralty.

The machinery will be sold without guarantee as to condition and with all faults and errors of description. Full particulars of the machinery can be obtained from the undersigned, who will also issue permits to view the machinery.

Tenders should be lodged at the Commodore's Office, Hongkong, not later than 12 noon on MONDAY, 5th JUNE.

H. G. LOWE, Naval Store Officer.
Hongkong Dockyard.

WANTED IMMEDIATELY.

TWO COMPETENT TRACKERS for the Crown Land and Survey Office, Public Works Department. Applications should be addressed to the Honourable Director of Public Works stating age and qualifications in full.

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from APRIL 1st, 1932, on the following descriptions of casual advertisements, namely:—

Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.

This, of course, does not affect the charges made for contract space held by commercial firms for small "Want" advertisements.

HONGKONG DAILY PRESS.

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 5th MAY, 1932, if sufficient support be forthcoming. Applicants for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order, D. K. BLAIR, Secretary.
Hongkong, 27th April, 1932.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-FIRST ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong on TUESDAY, 23rd MAY, 1932, at 12 noon for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors. The Transfer Books of the Company will be CLOSED from the 16th MAY to 6th JUNE, both days inclusive.

By Order of the Board, JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, April 29th, 1932.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1932, at 12 noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1931, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, General Manager.
Hongkong, 21st April, 1932.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1932, at 12.30 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1931, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, General Manager.
Hongkong, April 21st, 1932.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1932, at 12.30 p.m., for the purpose of receiving the Report of the Directors and Statements of Account to 31st December, 1931, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, General Manager.
Hongkong, 21st April, 1932.

DAIRY FARM NEWS

FISH

Direct from the Scottish Fisheries

FILETS, HADDOKS, KIPPERS.

BUTTER

Different grades to suit different tastes.

"DAISY" BUTTER

"DAIRYMAID" "

"SHAMROCK" "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each (as announced in May and June of 1930), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised columns at the prevailing rates.

INTIMATION

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 1841. TELEPHONE 616.

CHOICE WINES AND SPIRITS.

CHAMPAGNE: Per Doz.

De St. Marcour, Vin 1911. ... \$85.00

Via Bret and Extra Dry. ... 85.00

Per 2 Doz. Pts. ... 85.00

PORT: Per Doz.

Royal ... \$37.00

E. Very Old Tawny ... 39.00

Sandeman's, Old Tawny ... 44.00

Sandeman's, Oldest and Finest ... 61.00

SHERRY: Per Doz.

D. Superior Pale Dry ... \$32.00

Sandeman's, Very Pale Dry ... 35.00

"C" (25 years Old) ... 37.00

BRANDY: Per Doz.

"C" Superior Old Liqueur ... \$45.00

"E" Watson's Very Old Brown ... 55.00

VERMOUTH: Per Doz.

French (Nolly Prat) ... \$25.00

Italian (Martini and Rossi) ... 25.00

CLARET: Per Doz.

Chateau Mouton ... \$30.00

WHISKY: Per Doz.

"E" Watson's ... \$42.00

Old Vat No. 4 ... 42.00

Dewar's White Label ... 43.00

Gibby's Spey Royal ... 42.00

GIN: Per Doz.

Burnett's Dry ... \$32.00

STOUT: (Guinness) Per Doz. Pts. \$45.00

Read's "Doghead" ... 35.00

BEER: Per Doz. Pts. \$38.00

Read's Lager ... 38.00

Prices Include Duty.

BIRTH.

PRICE.—At Shanghai, on April 27th, to Mr. and Mrs. C. Gordon PRICE, a son.

DEATH.

WILLIAMS.—At Shanghai, on April 27th, MICHAEL PATRICK WILLIAMS, aged 34 years. (Shanghai Waterworks Co., Ltd.)

ACKNOWLEDGEMENT.

Mrs. E. H. SHARP and family, desire to express their very sincere appreciation and thanks for all the sympathy and beautiful tokens of friendship received from so many, in Memory of her husband. Great Bookham, Surrey.

HONGKONG OFFICE: 104, DES VIEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 2ND, 1932.

THE BRITISH ENGINEERING DISPUTE.

We do not know exactly how many men have been rendered idle in Great Britain by the dispute between masters and men in the engineering industry. The number of members of the Amalgamated Engineering Union affected by the dispute exceeds 400,000 and with them it was estimated there would go a quarter of a million unskilled workers. Then there are other Engineering Unions apart from the Amalgamated Engineering Union which have been drawn into the contest and presumably there must be something like a million men in the engineering industry idle. The lock-out commenced six weeks ago and the men are still holding out against the conditions on which the employers are insisting. This position, lamentable alike for the men themselves and the country's industries, is the result, so far as the engineers are concerned, of a dispute which has been going on for many months. Towards the end of November last year, after what appeared to be a definite rupture, an agreement was reached between the Engineering and the National Employers' Federations on the one hand, and the representatives of the Amalgamated Engineering Union on the other, that the "trade union shall not interfere with the right of the employers to exercise managerial functions in their establishments, and the federations shall not interfere with the proper functions of the trade union." As regards overtime, the same agreement acknowledged the right of the employers, in accordance with an agreement that had been made in September, 1920, to decide when it is

necessary, though it was provided that the workpeople should be entitled to bring forward cases of overtime they desired to discuss. This agreement had to be submitted to the men for approval, and the root of the present trouble is that at the ballot it was rejected, 50,240 votes being cast for refusal and 35,535 for acceptance. These figures are referred to by *The Times* as illustrating the apathy that is commonly displayed by trade unionists in dealing with matters of vital importance to their own interests. Under a quarter of the total membership took the trouble to vote, and the policy of the union was in effect dictated by a minority of an eighth—a minority which it is fair to assume included the extremist elements holding views such as found expression in the communist manifesto published on the eve of the lock-out. Sir ALLAN SMITH declared that the issue is no less than this: "Is industry to be carried on on a Soviet basis, or on the basis of private enterprise?" A manifesto issued by the Executive by the Amalgamated Engineering Union described this statement as "a gross misrepresentation of the issue in dispute," and clearly designed to prejudice the union in the eyes of the public, and it proceeds to say:

"The A.E.U. has not challenged the basic principle of industry, either by word or by action, and the present dispute is not in any way related to any theory of economic organisation advocated by the workers as an alternative to the existing system. It has arisen purely out of a difference in interpretation regarding a clause in the overtime and night shift agreement of September, 1920, which limited the amount of overtime to be worked on production work to thirty hours in four weeks except in specified cases. The question of overtime is of vital importance to the union in view of the enormous amount of unemployment in the engineering trades. With over 90,000 of its members out of work, and with many thousands more on the union funds—which have been depleted during the last eighteen months by no less than £2,550,000 paid out to its own unemployed members—the union could not consent to systematic overtime being worked without regard to the numbers of men unemployed, and whether members out of work could not be absorbed instead of overtime being worked."

It was announced last week that the engineering employers had decided to open the workshops on May 3rd to men willing to accept the terms hitherto rejected by the Unions, while intimating their willingness to resume negotiations with the Union when the employers' memorandum was accepted, but the Engineering Unions have decided to instruct their members not to resume work on these conditions. The Government has appointed a Court of Inquiry to "investigate the matter thoroughly." Sir WILLIAM WARREN MACKENZIE who will be President of the Court, has been Chairman of many industrial commissions and is President of the Industrial Court. This Court of Inquiry seems the only way out of the impasse, but it is doubtful whether such an issue as is set out above is capable of being settled by compromise.

The annual meeting of the "Canton Insurance Office" takes place on Friday, May 19th, not on the 9th as appeared previously by a printer's error in the advertisement.

One of the biggest fires in the history of Chefoo occurred on April 18th. Nine or ten big shops were destroyed and it is a wonder that the whole foreign section was not involved.

The rainfall during April at the Botanic Gardens totalled 2.34 inches. More than half of this quantity fell on the 25th of the month when 1.20 inches fell, and the remainder was distributed over ten days.

A Chinese woman, who was sentenced by Mr. Lindell, yesterday, to three weeks' hard labour for the theft of a jacket, volubly protested her innocence. She refused to leave the Court. Eventually, she was taken out of the dock by force, when the Magistrate ordered her to be put back in the dock and increased her sentence to six weeks' hard labour. The woman then left the Court quietly.

The *Canton Times* says that with a view to easing the money markets, the Provincial Bureau of Finance has announced that 20 and 50 cent bank notes will be soon issued by the Provincial Bank of Kwangtung. The Commissioner of Finance advises that sufficient specie cash have been reserved for the repayment of these notes. The Governor will also issue an order prohibiting the public to discount these notes. This act of the government, the *Canton Times* says, is in response to the petition recently made by the labour unions of the city.

A Chinese was attacked by six or seven men in Hollywood Road, at the junction of Queen's Road West on Saturday night. They stole his watch and chain with a jade and half-sovereign pendant attached.

Warrant Master-at-Arms Edward May, Mail Officer at Hongkong, has been promoted to Commissioned Master-at-Arms. He was until recently chief of the regulating staff at the R.N. Barracks, Devonport; and formerly in charge of the naval patrols at Plymouth.

A Chinese woman from the Aitau district died mysteriously on Sunday and a post-mortem held later in the day at the Public Mortuary revealed the fact that the woman had been poisoned. Her husband's concubine who absconded simultaneously with the discovery of the body is suspected of having caused the death.

An amah who was charged before Mr. Fraser at the Magistracy, yesterday, with the theft of two finger rings, a gold locket and \$10 in cash, pleaded ignorance of legal law. She said she was new from the country, and thought that the law here was the same as there, namely, that what one found one could keep. She claimed to have found all the articles stated on the charge sheet. The woman was sent to prison, for 14 days with hard labour.

HOUSE COLLAPSE IN GAGE STREET.

ONE KILLED AND THREE INJURED.

The front wall of a house at No. 27, Gage Street, in the course of demolition collapsed yesterday morning shortly before noon. One woman was killed and three others were injured. The injured women were coolies and were working on the house at the time of the collapse. Fortunately, the number of coolies engaged was very small.

The house in question stands on the corner of Graham Street and Gage Street not far from Hollywood Road. It was being pulled down with the intention of developing the property on more modern lines. The work of demolition had reached the first floor verandah, which up to the collapse were still standing; though the entire interior of the building had been removed, and it is stated that the whole of the floor of the first story, as well as the heavy ironwork staircases of the third and fourth verandahs and a quantity of stone work were placed on the remaining verandah, and on the scaffolding platform. Several further heavy beams were placed there during the morning. This was the last straw, and at 11.45 a.m. the verandah and scaffolding facing Gage Street came down with a crash enveloping a number of coolies.

The alarm bell was sounded immediately at the Central Police Station and all the European police who could be spared from Station duties were rushed to the spot. Mr. D. Burlingham, Assistant Superintendent of Police, was the first to arrive on the scene and had succeeded in releasing one of the women from the debris before the others arrived. A few moments later the Fire Brigade and the motor ambulance crew joined in the rescue work and a little later the Captain (Wolfe) in fireman's uniform came up. Unfortunately the Sanitary Board coolies, who have rendered such a great deal of help at former house collapses, were unable to give much assistance this time owing to stress of work caused by the plague epidemic. The work of rescue was therefore confined to European Police and to the Chinese firemen. The task was no easy matter, and a number of large beams and stones had to be removed by rope slings before the lighter material could be got at. There was also a certain amount of danger from a further collapse and occasionally a large store or a brick would come tumbling down amongst the workers. One large corner stone, weighing over a hundredweight came crashing down, and just missed Mr. Perdue (A.S.P.) by inches. Every now and then the pitiful voice of one of the imprisoned females could be heard calling out "save life." Comforting words were spoken to her through a hole in the debris and a moistened handkerchief passed through to her. After half-an-hour the second woman was rescued from a nook. She appeared to be suffering from severe abrasions to the face and body but was able to walk to the ambulance. Shortly afterwards the body of the third woman was recovered underneath two large slabs of stone. The woman was dead; her neck was broken and her chest badly crushed. One more woman remained underneath the debris and her heart-rending cries were an incentive to the perspiring police and firemen to redouble their efforts. One hour after the first alarm she was released from amongst three heavy slabs of granite which were pinning her legs. The woman was very brave and only showed signs of collapse on being carried out of the debris on the back of a Chinese fireman. It was evident that her condition was serious.

Public Works Department officials attended the scene of the accident during the morning and in the afternoon arrangements were made for shoring up the portions of the walls that remained standing.

The police are to be congratulated on their very smart rescue work. Headed by the Captain Superintendent, who worked as hard as anybody there, they tackled their difficult task in a way that was inspiring.

CABLES.

LATEST CABLES.

[RECEIVED BY THE AGENCY.]

THE POPE'S LETTER TO CARDINAL GASPARRI.

AN APPEAL FOR SYMPATHY FOR RUSSIA.

London, April 30th.

Widespread attention has been attracted by the Pope's letter to Cardinal Gasparri mentioned yesterday, which regarded the affording of strong support to Mr. Lloyd George's fight at Genoa for international reconciliation and co-operation.

The Pope declared that the failure of the Conference would involve the danger of a conflagration that would overturn the whole Christian civilisation, and specially appeals for peace with Russia, and sympathies with the Russian people.

LENIN'S ILLNESS.

THE MYSTERY CLEARED UP.

London, April 30th.

The mystery regarding Lenin's illness has been cleared up by a statement signed by the German Surgeon Borchardt and other physicians, saying that the bullet which has been embedded in Lenin's shoulder since the attempted assassination by the Social Revolutionaries in 1918 was extracted by operation on April 23rd. The stitches were removed on April 27th and the wound is in good condition, there being no unhealthy symptoms.

The patient is feeling well.

THE RUSSO-GERMAN TREATY. AGREEMENT WITH FRANCE POSSIBLE.

Paris, April 30th.

The newspapers publish a summary of a letter from M. Chicherin to M. Barthou, protesting the sincerity of his intentions in connection with the Russo-German Treaty, and declaring that the treaty does not contain any secret clauses. He states there are many points of contact between Russia and France, which should facilitate an agreement on all questions.

EARLIER CABLES.

ALLIES' PEACE PROPOSAL FOR TURKEY.

PORTE WILL NOT COMPENSATE GREECE.

Constantinople, April 30th.

The Porte has informed the Allied High Commissioners that it accepts the Allies' peace proposals generally, with a reservation in regard to the discussion of important points, including financial, military, and reparations questions.

The Porte insists upon the evacuation of the occupied regions, demands an equitable regime for Mussulmans, the maintenance of the Sultan's religious authority, and protests against the Inter-Allied Commission supervising the Straits while promising entire freedom of navigation. The Porte rejects any payment of compensation to Greece, but promises to respect minorities.

INTER-GOVERNMENT WAR DEBTS.

PROPOSED ARBITRATION COURT.

Genoa, April 30th.

The British proposals which are being reconciled with the French ones mentioned in the cable of the 29th inst. follow similar lines, but suggest referring inter-governmental debts to an arbitration court to be chosen by the Court of International Justice, the Supreme Court of the United States, or the Council of the League of Nations. The fixed sum determined thereby must be paid within half a century, plus interest at 5 per cent.

RUSSIA GRANTED A MORATORIUM.
A message from Genoa says the Judicial Committee mentioned yesterday has adopted a formula of conciliation for inter-governmental war debts. It is understood that Russia, in view of her financial incapacity will be accorded a moratorium.

SHANGHAI SPRING RACE MEETING.

FIRST DAY'S RESULTS.

The results of the Shanghai Spring Race Meeting are given below. The times indicate fast racing. In the first race, a new record was set up:—

THE CHEONG CUP.—Nine furlongs.

Henry the Eighth (Mr. Sleep) 1
The Robin (Mr. Hill) 2
Roman Pride (Mr. Moller) 3

Time: 2 mins. 20 secs. (This is a record. The fastest time on record for nine furlongs is 2 mins. 22 secs. This was made by Mr. Nugent's Pilgrim on the 8th April, 1920.)

THE CRITERION STAKES.—One mile.

Old Bill (Mr. Springfield) 1
Shankland (Mr. A. N. Dallas) 2
Pennyfield (Mr. Heard) 3
Barometer (Mr. Knoll) 4
Twenty-two (Mr. Hill) 5

Time: 1 min. 29 3/4 secs.

*Dead heat.

No time stated.

THE GRIFIN PLATE.—Three-quarters of a mile.

Indiana (Mr. Knoll) 1
Zenda (Mr. Sleep) 2
Carbon (Mr. Moller) 3

Time: 1 min. 29 3/4 secs.

THE CATHAY CUP.—One-and-a-quarter miles.

Maresfield (Mr. Heard) 1
Nationalist (Mr. Knoll) 2
The Hawk (Mr. Hill) 3

Time: 2 mins. 40 1/2 secs.

THE POOMA TING.—One mile.

The Knut (Mr. Moon) 1
Colorado (Mr. Knoll) 2
Sherwood (Mr. Hill) 3

Time: 2 mins. 07 1/2 secs.

THE HART LEMAY CUP.—Half-a-mile.

Christmas Gift (Mr. Heard) 1
The King (Mr. Burkill) 2
Sir Colin (Mr. Brand) 3

Time: 36 3/4 secs.

THE JOCKEY CUP.—One-and-a-quarter miles.

Unskilling (Mr. Hitch) 1
The Copper Bird (Mr. Wingrove) 2
Cloister (Mr. Zilinsky) 3

Time: 2 mins. 44 1/2 secs.

THE KIANSHU CUP.—One-and-three-quarters of a mile.

Guldburg (Mr. Hill) 1
Tyneside (Mr. Brand) 2
Columbia (Mr. Burkill) 3

Time: 3 mins. 47 1/2 secs.

THE ECLIPSE STAKES.—One-and-a-quarter miles.

Hilo (Mr. Springfield) 1
Aintree (Mr. Burkill) 2
The Perigree (Mr. Hill) 3

Time: 2 mins. 44 1/2 secs.

THE HAWK CUP.—One-and-a-quarter miles.

Castle Syce (Mr. Hill) 1
Crosfield (Mr. Morris) 2
St Thomas a Becket (Mr. Knoll) 3

Time: 2 mins. 43 1/2 secs.

THE HONGKONG PLATE.—Seven furlongs.

Larceny (Mr. Burkill) 1
Moorfield (Mr. Heard) 2
Re-Organisation (Mr. A. N. Dallas) 3

Time: 1 min. 33 1/2 secs.

THE CHINESE Y.M.C.A.

PROJECTED EXTENSION IN KOWLOON.

The Chinese Y.M.C.A. celebrated its twentieth anniversary on Sunday when the large auditorium was crowded with an enthusiastic audience. The President this year, Dr. T. M. Wan, was also President during the first year of the Association's existence in Hongkong and his remarks in comparing past times with the present were heard with great interest. Dr. Wan was accompanied on the platform by several past and present directors of the Y.M.C.A.

Yesterday the annual membership campaign dinner took place under the chairmanship of Dr. Woo. This is held in order to develop plans of campaign for securing new members and addresses are given by those who have had experience of the work in the past and who tell those less expert what methods they have found most successful.

At the same time a scheme to raise \$100,000 for a new branch Y.M.C.A. in Kowloon was specially urged. With the growth of population on that side it is felt that the Chinese Y.M.C.A.'s social and educational activities should be extended to Kowloon. It is difficult for those resident on the Peninsula to make the journey to the Y.M.C.A.'s rather inaccessible site in Hongkong and, in any case, the present building is already used to its full capacity.

The Government has offered a site in Kowloon, near Coronation Road and the Kwong Wah Hospital and it is hoped within a short time to collect the total sum required.

MR. HO KOM TONG RETIRES.

ENTERTAINED BY THE CHINESE CHAMBER OF COMMERCE.

On his retirement from public life, Mr. Ho Kom Tong was entertained to tea at the To Yuen Restaurant, West Point, yesterday afternoon, by his friends of the Chinese General Chamber of Commerce. Mr. Ho Kom Tong has been connected with Messrs. Jardine, Matheson & Co. for over 30 years, first as assistant comprador and then as comprador. He has taken an active part in many Chinese societies and served on the Sanitary Board for some time. He leaves the Colony on holiday, on Wednesday by the *Kyngline* steamer.

In proposing the guest's health, the Hon. Mr. Lau Chu-pak, who presided, said the Chamber of Commerce received Mr. Ho Kom Tong's resignation with much regret. "I believe," continued Mr. Lau, "that this action has been impelled by recent tendencies. Nowadays there is no distinction between truth and falsehood, right and wrong. No matter how hard one has striven for the good of the Chinese community, one's efforts are by many, not only unappreciated but generally adversely criticised, if not actually regarded as an offence. There is no wonder, therefore, that public spirited men have lost ardour for public affairs. To Mr. Ho Kom Tong it is a matter of congratulation that he is now able to go on a holiday and to have a really good time, forgetting the burden of public responsibilities and public duties. To the Chamber, however, his loss is a source of regret, in that it has lost a very valuable helper. The Chinese community has lost the services of a very active worker. Mr. Ho Kom Tong has been in public life for thirty years. Not only did he assist in founding many public institutions, but he has continued to give them his support.

In former years, when the Sanitary regulations in connection with small-pox epidemics were too severe, and when a large number of the Chinese had left the Colony for fear of the rigour of the disease, as well as of the regulations, Mr. Ho was very energetic in assisting to establish small-pox depots, where treatment according to Chinese methods could be had, thereby restoring confidence in the minds of the Chinese. At the height of the plague epidemics, when the Sanitary Board resorted to fumigation and disinfection, which led to much throwing of dead bodies into the street, he assisted in establishing public dispensaries in the various districts for the purpose of giving free medical treatment, free medicines, and free coffins, in addition, to reporting cases of sickness and deaths to the Government on behalf of the people concerned, with the result that the number of dead bodies found in the streets was considerably diminished. He and others also assisted in securing the relaxation of the disinfecting and fumigating regulations, thereby preventing the periodical exodus of people from the Colony.

"Recognising the downward tendency of social morality, he is one of those who gave me substantial help in establishing the Confucian Society with the object of propagating the moral doctrines of the great sage. He has also helped in establishing and is still contributing to a system of free vernacular education under the control of the Confucian Society for the benefit of the children of the poor. Suffering from recurring floods in Kwangtung and elsewhere have received Mr. Ho's assistance, not only in the form of substantial subscriptions but in personal service in raising funds in aid of them. Some years ago, when Mr. Brown, the late Secretary for Chinese Affairs, and I proposed to organise a scheme for the purpose of giving relief to the Chinese widows, orphans and afflicted persons who were without means of support, Mr. Ho unreservedly supported the project, and himself donated a large sum of money, besides helping in raising subscriptions. The Fund was named after Mr. Brown and it is to-day supporting nearly a hundred poor widows and orphans. Mr. Ho rendered much assistance, either with personal work or with money, or with both, to the Tung Wah Hospital, the Kwong Wah Hospital, the Home for Destitutes and many other public institutions. He is one of those who established the Blake Scholarship; and among his many services to the colony, not the least was his work in connection with the devastating typhoon of 1906 when he was one of those who, in addition to substantial donations, gave six months of their time to the task of collecting subscriptions and ministering to the needs of the sufferers. As Chairman of the Tung Wah Hospital some (Continued on page 6 of next column.)

THE LATE SIR PATRICK MANSON.

A LOCAL TRIBUTE.

The *Caduceus*, the Journal of the Hongkong University Medical Society makes the following reference to the death of Sir Patrick Manson, G.C.M.G., F.R.S.: "Of his great scientific attainments, his epoch-making discoveries in Tropical Medicine, his long and brilliant career, it is unnecessary for us to speak here. To us he was more than a mere scientist, a giant in the world of disease. He was bound to us by ties closer and more intimate than many of us imagine. As an honorary graduate of this University we felt that he was one of ourselves, but it is as a founder of the old Hongkong College of Medicine (which formed the nucleus of this University) that we wish most to associate his name. With Sir James Cantlie and the late Dr. Jordan, he was mainly responsible for the efficient working of the College in its early and most critical years. Perhaps it would not be out of place here to give some extracts from his Inaugural Address delivered as Dean of the College in October, 1857:—

"I can conceive no grander position or opportunity for any man to have than that we offer to each of our students. At his back the whole of European science, before him 300,000,000 to whom to give life. Such a position must fire the ambition of some of them. It is most strange that no great man, or great men, have arisen for this work. He, and they, will come. The old Greek cities used to boast of their great men and claim them with jealous care. Let us hope that in the new and greater China of the future, when the learned dispute of their great men, not a few may be claimed for Hongkong and for the School to-day inaugurated.

And when these reforms are effected and changes made, what to us Europeans will be the consequences? Politically over three hundred millions of the most industrious, thrifty, persevering, homogeneous, physically-adaptable, clever people, at present hardly a cypher in political calculations, will be no insignificant factor in the combinations of the future. Their numbers, no longer kept under by preventable disease, civil wars, infanticide, or polygamy, will rapidly increase and they will expand in all directions. Perhaps the deadly virus tree of opium will be that time have been uprooted. Minor people, Annamites, Samese, Malays, will go down before them or be absorbed by them. A great homogeneous Chinese-speaking nation will spread from Siberia to Australia. It requires little of the prophetic to foresee this; the process has already commenced. In those days wise men will again come from the East. The people who gave us the invention of printing will give yet other peaceful and useful arts; the first to use gunpowder will not be backward in the art of war; the discoverers of inoculation will add again to the prevention and cure of disease. These hundreds of millions will double the recruiting ground of science and may yet give back to Europe more than they got. It seems to me sometimes that we are teaching the Chinese to beat ourselves."

years ago, and as a member of the District Visitation Committee and of the To Leung Kuei until recently. Mr. Ho rendered signal service to the Colony. During the War he supported the Sai Ping-Pun School Section of the St. John's Ambulance Association paying all the cost of uniforms and equipments, and has been maintaining it ever since at a cost of over \$10,000 up to date. Besides his other multifarious benefactions, he has given \$50,000 to the Hongkong University. These, gentlemen, are only the more conspicuous of the services which Mr. Ho Kom Tong has rendered to the Chinese community. We wish him a pleasant voyage, an enjoyable time, and good health and prosperity." (Applause).

The toast was very heartily received and was drunk with musical honours. Mr. Ho Kom Tong, in reply, said he was grateful to the Hon. Mr. Lau Chu-pak for his very generous remarks. As a citizen of Hongkong he had always considered it a duty to render whatever assistance he could to the Government and the community, generally, in promoting the welfare of the Colony. Mr. Lau had said that he was a good hand at raising charitable subscriptions, and Mr. Ho Kom Tong remarked that he believed he had been instrumental in raising over \$1,000,000; and, in addition, had himself given about \$400,000. Referring to the Chinese General Chamber of Commerce, Mr. Ho Kom Tong said that it enjoyed a good name far and wide, had the confidence of the Chinese and was constantly called upon to arbitrate in disputes. Much of this success was due to the Chairman and members.

Mr. Ho Kom Tong said that one of his objects in retiring was to give younger men an opportunity of rendering public service. Another reason was that he had, for the last eight or nine years, been studying Chinese medicine in order to help others and, being encouraged by the gratifying results of curing the ailments of several hundred friends and relatives, he had decided to give up his public duties in order to devote all his time to the study of the healing art. On the completion of his studies, if he could be of any use to the community, his utmost efforts would be to assist in the work. The gathering then terminated.

SIR PERCY SCOTT.

SAYS MORE BATTLESHIPS ARE NOT WANTED.

The following characteristic letter from Sir Percy Scott appeared in the *Times*:—

"Sir,—Criminal, awful, wicked, wanton, wilful waste of the British taxpayers' money—this is my label for our Government if they sanction the building of two battleships.

First, let us look into the price that the taxpayers will have to pay. The vessels' cost will not be less than nine millions each; another 30 or 40 millions will be required for enlarging docks, subsidiary vessels, etc.; their upkeep will be about half a million a year.

This expenditure I consider, and I know, to be utterly unwarrantable. These two vessels are not wanted, and they will, when they are built, be of no use for fighting purposes. The public will ask, or they ought to ask, Why are these two ships going to be built if they have no fighting value? The answer is: It is a trick of the politicians to catch the Dockyardmen's vote. That is why the taxpayer is asked to pay this huge sum of money.

Among our 600 members of Parliament have not one member sufficiently honest, honourable, and patriotic to protest against and stop this wicked waste of the taxpayers' money. I sincerely hope that among our legislators not one but many will be found to protest against this (adjectives as before) waste of the nation's money. All parties in Parliament should combine against this unlawful act, and they should kill it. They will have the Admiralty up against them, and they will be told all sorts of cock-and-bull yarns about why it is necessary to build these two ships. My object in writing to you to-day is to help the honourable members who take steps to stop the (adjectives as before) waste. The honourable and patriotic members will be told that the Navy is our first line of defence. They must not be caught by this. The Royal Navy is under the new conditions of warfare no longer our first line of defence or offence. The air is our first and last line of offence and defence.

Jackie Fisher, when asked about battleships, said, "Scrap the damned lot of them; the future war will be all air fighting." Now, Sir, there are many naval officers who think that Jackie was the most shining naval officer we have had since Nelson. The great authority on every known subject, Lord Sydenham, admits that Jackie's visions of the future were almost uncanny in their accuracy. I regard this as the most useful statement Lord Sydenham has ever made, and I commend it to the honourable and patriotic members of our Legislature.

The next cock-and-bull story that will be told to the honourable members will be that a foreign battleship will cruise about the ocean and destroy all our light cruisers and merchant ships. That is all claptrap nonsense. If we have a few aeroplane carriers out on the ocean with a speed nearly double that of a battleship, the battleship will stay at home, as it did in the last war. I do not think that the authorities dare deny that one man in an aeroplane with one bomb can sink their nine-million-pound battleship, but they will dare all to get money out of the taxpayer.

Before the Washington Conference our insane Admiralty had decided to build four battleships. At the Conference it was decided not to build them. If we could do without four, then what are the altered circumstances which necessitate our building two now?

It will be argued that unless we build two battleships our dockyard workers will be unemployed. That is twaddle. The men can be employed in building what we want, instead of building what is of no use.

It will be argued that unless we build these two ships Japan will have better battleships than we have. Again twaddle. Naval strength is no longer measured by the number of battleships a country has, but by the number of aeroplane-carriers and aeroplanes.

In this country we have taken away from the Navy its most important arm—namely, its strength in the air. If we had an Admiralty worth a capital of cold water, they would get it back. However, the main point for the country to attend to now is to stop the two battleships being built, for they are, as the midshipman said, "of no damned use."

Percy Scott.
52, South Audley-street.

SOLICITOR ACTS AS BARRISTER.

The Pennang millionaire will, case, begun in December last, was resumed at the Supreme Court, yesterday, before the Chief Justice (Sir William J. J. Davies). Counsel for the plaintiff (Mr. C. G. Alabaster) having gone on a voyage for his health, it fell to Mr. G. K. Hall Brutton, solicitor, to conduct the case in his absence under the provisions of the Ordinance recently passed which enables solicitors to act as barristers. No formal application in advance was necessary. The Chief Justice, on taking his seat, asked Mr. Brutton, "I understand you know of no available barrister who could conduct the case?" On Mr. Brutton's reply in the negative, the Chief Justice said it was quite clear to him that the case came within the provisions of the new Ordinance and Mr. Brutton would be given audience. The case then proceeded.

SCOTTISH SPORT.

SCOTS RUGBY TEAM FOR ENGLAND.

THE CUP TIES.

(FROM OUR OWN CORRESPONDENT.)

Edinburgh, March 15th.

The following Scots team were chosen to play against England at Twickenham:—

H. H. Forsyth (Oxford).
A. Browning (Glasgow High School), G. P. S. Macpherson (Oxford), A. T. Gracie (Harrow), and E. B. Mackay (Glasgow Academicals).
J. C. Dykes (Glasgow Academicals) and W. E. Bryce (Selkirk).
C. M. Usher (Edinburgh Wanderers), J. M. Bannerman (Glasgow High School), J. R. Lawrie (Melrose), R. S. Davies (Hawick), W. G. Dobson (Harrow), D. M. Letham (Watsonians), J. C. R. Buchanan (Stewart's), and G. H. H. P. Maxwell (London Scottish and Royal Air Force).

From the side which defeated Ireland three men drop out—E. H. Liddell (Edinburgh University), R. C. Warran (Glasgow Academicals), and A. Wemyss (Wanderers). E. H. Liddell is suffering from an injured hand, a finger having been broken, and Mackay plays the vacancy. Mackay played against Wales in 1920, and is understood to have been a reserve for all the season's engagements. The dropping out of Liddell breaks up the Gracie-Liddell wing, of which so much was expected in the English engagement. Macpherson is transferred from stand-off half to tight centre, Dykes coming in as half. G. H. H. P. Maxwell joins the forwards, taking the place of Wemyss, who has not played since the Irish match, when he had his ankle hurt.

SCOTS AND FRENCH PUBLIC SCHOOLS MATCH.

Arrangements have been concluded for a Rugby match between fifteen representing French and Scottish public schools. The French boys will be entertained in Edinburgh and housed at one of the schools.

GAMES OF THE WEEK.

Heriot's had a great victory over Glasgow High School F.P., which completely wipes out their reverse earlier in the season. At times they may not have played in the best style, but their open skirmishing tactics were so cleverly carried out as to upset nearly every movement of the School. The kick and rush game was exploited to perfection, and they made good use of the touch line with all kinds of movements. Their forwards, apparently convinced of the ability of their backs to cover up any mistakes, allowed them to play their game without interference, and the result was a perfect success. It cannot be said that the combined attempts of the backs were brilliantly executed or skilfully carried out, but it was astonishing how rapidly a mistake was covered; in one sense it was individual effort that gave Heriot's success, and there was not a single failure on their side. The prospective Champions, Glasgow Academicals, gave a capital display in their match with Jed Forest. Watsonians have to record two defeats—one from Edinburgh University and the other, from the greatly improved Edinburgh Academicals.

PUBLIC SCHOOLS CHAMPIONSHIP.

Watson's have won the Public Schools Championship. This is the second season they have captured the honour, and that without losing a game. They are a fine side, good in every section. Loretto are second, and then come Fettes, Merchiston, Glenalmond, and Edinburgh Academy.

Heriot's F.P., 24; Glas H.S. F.P., 5.
Edin. Institution F.P., 19; R.H.S. F.P., 0.
Glas. Academicals, 19; Jedforest, 6.
West, 16; Manchester, 8.
Edin. Acad., 8; Watsonians, 3.
Edin. Univ., 3; Kelvinside, 6.
Glas. Univ., 10; Kelvinside, 5.
Hawick, 6; Stewartians, 5.
Wanderers, 14; Melrose, 12.
Gala, 10; Kelso, 0.
Watson's 12; Edin. Academy, 3.

THE CUP TIES.

The most interesting result in the fourth round of the Scottish Cup was the success of Partick Thistle, the Cup-holders, who defeated Queen of the South, a Dumfries club in the Second Division who have made a remarkably good appearance in the competition. Thistle had a hard journey, but combined play and good judgment eventually told in their favour. Morton disposed of Motherwell after a good strong fight. A replay was required before Rangers shook off St. Mirren, but then there was no mistake about the matter. The Hamilton-Aberdeen tie is still undecided.

SCOTTISH CUP—FOURTH ROUND.

Motherwell, 1; Morton, 2.
Hamilton, 0; Aberdeen, 0.
Queen of the South, 0; St. Mirren, 1.
Rangers, 1; St. Mirren, 0.
Rangers, 2; St. Mirren, 1.

SCOTTISH LEAGUE.

Hearts and Airdrie had the good fortune to win in their League engagements; both clubs are in the danger zone, and their successes will relieve their supporters of some anxiety. Kilmarnock, by failing to Celtic, imperil their position. Relatively they are only one point ahead of Queen's Park, and the fight between the two to escape relegation will be a keen one.

Allo's position at the head of the Second League table make it almost certain that they will receive promotion to the First Division at the end of the season.

Hamilton, 0; Airdrie, 0.
Airdrie, 2; Ayr, 1.
Hearts, 3; Clydebank, 0.
Third Lanark, 1; Dundee, 0.
Celtic, 1; Kilmarnock, 0.
Albion, 4; Falkirk, 0.

LONDON.

Scotland sustained a crushing reverse at the hands of a powerful English team by 9 matches to love.

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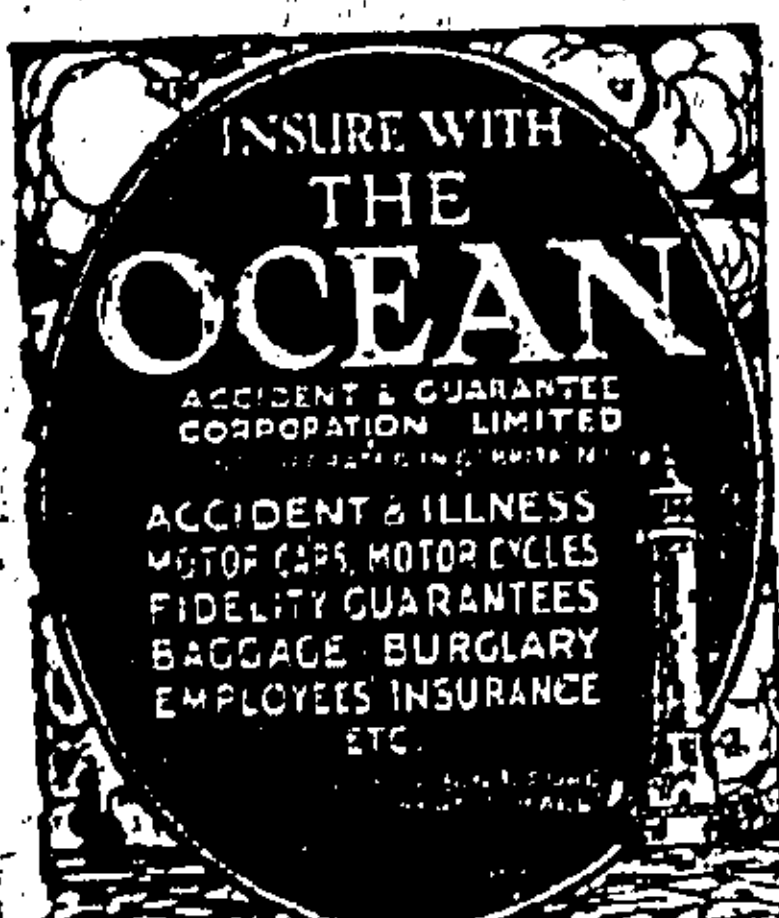
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OUR LONDON LETTER.

LORD BURNHAM AND NEWS FOR
THE PRESS.

BRITISH HELP FOR DEVASTATED
COUNTRIES.

(FROM OUR OWN CORRESPONDENT.)

London, March 23rd.

THE CHINESE MINISTER.

The Chinese Minister in London, His Excellency Dr. Wellington Koo, is leaving this country in the course of the next few weeks for Peking for the purpose, it is stated, of presenting a full account of the Washington Conference in person to the President of China. Mrs. Wellington Koo and their family will accompany him. In Chinese circles it is not considered likely that His Excellency will return to London, and the name of Mr. Chao-hsin Chu, *Chang* d'Affaires, is mentioned as his probable successor. This appointment, if made, would prove popular. Before coming to London, Mr. Chao-hsin was, as you know, Chinese Consul-General in New York.

GOVERNMENT AND THE PRESS.

An interesting point was raised this week at a luncheon given by the Foreign Press Association in London to Viscount Burnham, the proprietor of the *Daily Telegraph*. In the course of his speech his Lordship laid stress on the point that it would be to the mutual advantage of the Government and the public at home and abroad if there was a better system of communication between Downing Street and the Press. Referring to his observation of how such things are managed in the United States, he said once a week the President receives accredited journalists and allows them to put questions on any subject they choose. The President answers these questions with perfect frankness, but the interviews must not be reported "except so far as was understood by all," and any journalist who failed to observe this honourable obligation "was blacklisted and repudiated by his colleagues."

THE BRITISH WAY.

Lord Burnham is of opinion that a similar system ought to be adopted here. It ought to be possible, he thinks, to find someone who could communicate trustworthy information to accredited newspaper representatives which would enable them to present questions of national or international interest and importance to their readers in a proper light. During the war something of the kind was done with regard to the conduct of operations and other matters, and in no single instance was the confidence placed in the newspapers misplaced. The difficulty in introducing the method of communicating information would not arise so far as the Press is concerned. But what Lord Burnham seems to overlook is that, whereas in the United States the newspapers are regarded as the normal channel for publishing Ministerial pronouncements, and even Senators and Congressmen rely on this source for first-hand news, in England the custom always has been to impart intelligence first of all to the House of Commons. The House is extremely jealous of its privileges on this score, and, indeed, there is invariably a rumour if an item of news which seems to have come from an official source first appears in the Press.

JOURNALISTS AT DOWNING STREET.

While it is not the custom in England for the head of the Government to give a weekly reception to the Press, a welcome departure from the old aloofness has been made at the instance of the Prime Minister. There has never been a Premier with a better understanding of the power of the newspapers to influence public opinion than Mr. Lloyd George. It may be taken as one of many proofs of his clever methods. If you stand in the hall at 10, Downing Street any morning when Parliament is sitting you will see accredited newspaper representatives passed in as a matter of course by the courteous janitors. They are ushered into a Private Secretary's room; quite irrespective of the attitude of their paper towards the Government, and they are free to put their questions about current affairs. Whatever information is available is freely imparted, red-hot from the precincts of executive authority. It rests with the papers themselves how much or how little they print of the news obtained in this way at first-hand.

GUESSING THE CHEESE.

I happened to be in Simpson's Restaurant in the City a few days ago when a rare event peculiar to this famous establishment was witnessed. Every day a competition of a mild sporting character is held at the "fish ordinary," when customers are invited to guess the weight, height, and girth of a Cheddar cheese which varies from day to day. This custom has obtained for generations. This week a customer was successful. His name is Mr. Alexander Fleming, and he has been regularly making the attempt for 20 years. The weight of the cheese was 34lb., the height 10 1/2 in., and the girth 37 1/2 in. The remarkable fact about this guessing competition is that this is only the seventh time an accurate guess has been made in 150 years. The rule of the house is that whenever anyone is successful all the customers present are forthwith made the guests of Simpson's and treated to champagne. There is something of a real old English survival in this curious custom.

THE CORRECTION OF WOMEN.

A movement has been started to alter the law as regards the responsibility of a married woman for a criminal act in which she is alleged to have aided and abetted her husband. The point has come up as a result of the notorious Peel case, decided last week, when Captain Peel was sentenced for defrauding book-makers by inducing a village postmaster to "back-code" telegrams so that the messages, although handed in after the winner of the race was known, bore a

(Continued at foot of next column.)

Sciatica

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FAILURE OF PROHIBITION. INCREASING DRUNKENNESS IN AMERICA.

New York, March 6th.

Striking testimony to the failure of prohibition is furnished in statistics published to-day by the Board of Temperance, Prohibition, and Public Morals of the Methodist Episcopal Church.

The figures have been collected by the Anti-Saloon League itself from 24 cities in New York State. In New York City it is shown that there was an increase of nearly 1,000 in the number of arrests for drunkenness last year compared with 1920. The arrests in 1921 were only slightly fewer than in 1918, the last year before prohibition. Every other city with over 15,000 inhabitants for which figures were obtained showed an increase in the number of arrests for intoxication compared with 1920.

The Anti-Saloon League's report discloses also a large increase in the number of arrests for all offences last year compared with previous years. Still another aspect of the prohibition picture is revealed by the report of the Enforcement Commission for New York. A large number of samples of liquor legitimately obtained from chemists' shops for sick persons proved on analysis to be dangerously poisonous, consisting largely of "redistilled" and "denatured" alcohol. — *Times*.

WASHINGTON CONFERENCE.

ITS RESULTS IN ECONOMY.

Mr. Chamberlain, replying in the House of Commons to Sir H. Brittain on March 6th, said it was estimated that the cost of the British delegation at Washington would not exceed £50,000. As to the saving of expenditure as a result of the Conference, the cancelling of the construction of the four capital ships would involve an immediate saving of £2,000,000, and ultimately a saving of at least £30,000,000. The total saving accruing as the result of the Conference in 1922-23 would probably exceed £10,000,000.

ECONOMY IN FIJI.

It has been decided to rebuild the Fiji Government House at Suva, which was burnt to the ground in March last year, after having been struck by lightning during a heavy storm. After its destruction Sir Cecil Rodwell put forward plans for a new building at a cost of £40,000. The elected members of the Legislative Council considered that, in view of the island's straitened finances, £20,000 was sufficient for the requirements of the Colony, and this limit has now been agreed to, with the proviso that the new Government House should be so designed as to make extension possible if required.

time previous to the race. Mrs. Peel obtained the name of the winner over the telephone, and by this means her husband was able to "work the oracle." Captain Peel pleaded guilty, but his wife was discharged on the ground that she was acting under the coercion of her husband. Mr. Justice Darling, who presided over the trial, described this legal assumption as a "melancholy doctrine." It is founded on the idea that a wife will not dare to contradict her husband, even if he required her to commit a crime, and it has been an accepted part of English law dating from the reign of King Canute in Saxon times.

LEGISLATION NECESSARY.

The only way by means of which the law in question can be altered is to promote a Bill in Parliament for the purpose, and Viscount Ullswater, better known as Mr. Lowther, ex-Speaker of the House of Commons, has notified the Lord Chancellor that he is going to raise this matter at an early date. There is something really funny in the assumption that in these days a woman is under the control of her husband to such an extent that she must obey him on matters which he may desire. Women are in Parliament and on the Bench, they serve on juries, they have the vote, they manage their own property, and, generally speaking, as all the world knows, they do pretty much as they like. The "melancholy doctrine" originated in the dim past when, in fact, women were the property of their husbands, like the rest of the chattels and goods about the house, and the husbands were responsible for them in every possible way. But "other times, other manners," and it seems right that a law which has become hopelessly out of date should be amended so as to bring it into conformity with the facts of present-day matrimonial life. — *F.T.*

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MANILA	"YUENSANG"	Friday, 5th May, Noon
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STRAITS & CALCUTTA	"KUMSANG"	Wednesday, 10th May, Noon
SANDAKAN	"MAUSANG"	Thursday, 11th May, 3 p.m.
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SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BURNED LINE:—Fortnightly sailings to and from Sandakan by two 4,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Wobaiwei and Qinhuo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUMSANG" will be despatched on or about
Thursday, 11th May, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENIFFER"	4th May	GENOA, LONDON, ANTWERP & HAMBURG.
S.S. "RADNORSHIRE"	22nd May	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENBEG"	5th June	LONDON, HULL, ROTTERDAM & HAMBURG.
M.V. "GLENBEG"	17th June	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	4th May	GENOA, LONDON, ANTWERP & HAMBURG.
M.V. "GLENAP"	22nd May	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENBEG"	5th June	LONDON, HULL, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	5th June	LONDON, HULL, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

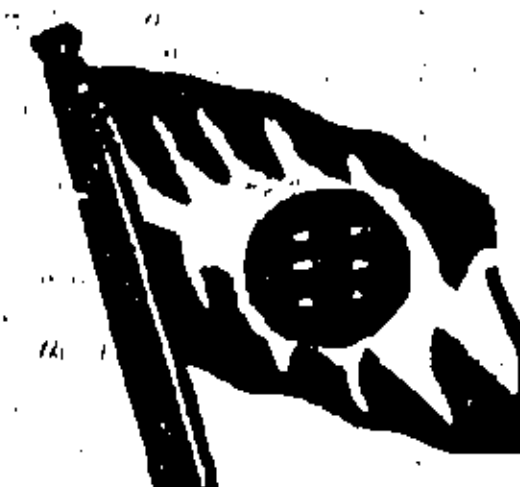
Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS

Telephone No. 215 sub-22 and 3026

13

Cable Address
Kawasaki, Kobe.
Sentry's A.R.O. 5th Fl.
and Scott's Codes.



Telephone Numbers
2244, 5322.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUZAKI.
Managing Director: Mr. MATSUYA ABE.

as Company has on hand all Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's fleet:-
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:-

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 2, BARRI KITA

SHIPPING NEWS

ARRIVALS.

April 30th.

Amherst, Chinese str., 255 tons, Capt. Chan Hin, from K. C. Wan, with a general cargo.—On Fat S.S. Co.

Moat, British str., 2,786 tons, Capt. E. H. Pondred, from Singapore, with a general cargo.—Tuen Kee.

Huach Hsin, Chinese str., 992 tons, Capt. J. Freymann, from Bangkok, with a general cargo.

Japan, British str., 3,357 tons, Capt. P. W. Howe, from Kobe, with a general cargo.—Mackinnon, Mackenzie & Co.

Wakoo Wanyu, British str., 1,575 tons, Capt. C. R. Meacham, from Hongay, with coal.—B. & S.

Tykarung, Dutch str., 8,087 tons, Capt. N. Van Wyck, from Batavia, with a general cargo.—J. J. J. L.

Yongke Kiang, Chinese str., 401 tons, Capt. A. H. Brown, from Swakow, with a general cargo.—Yuen Cheong Lee.

May 1st.

Dashu Maru, Japanese str., 1,563 tons, Capt. S. Machihara, from Keelung, with coal.—O.S.K.

Dus, Norwegian str., 701 tons, Capt. R. Hannevig, from Bangkok, with rice.—Kwong Hong Seng.

Helena, British str., 1,810 tons, Capt. T. N. Collier, from Liverpool, with a general cargo.—B. & S.

Hok Canton, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing S.S. Co.

Korea Maru, Japanese str., 3,000 tons, Capt. K. Watanabe, from San Francisco, with a general cargo.—T.K.K.

Kurichiu, British str., 1,220 tons, Capt. F. A. Lovgrove, from Penang, with a general cargo.—B. & S.

Kwai Wah, Chinese str., 401 tons, Capt. Kwok Kai, from Tuenmu, with a general cargo.—Wai Hing & Co.

Maulding, British str., 2,062 tons, Capt. D. W. Ritchie, from Sandakan, with a general cargo.—J. M. & Co.

May Maru, Japanese str., 1,781 tons, Capt. Hashiyama, from Muroran, with coal.—Suzuki & Co.

Orestes, British str., 2,824 tons, Capt. R. Dodd, from Shanghai, with a general cargo.—B. & S.

Saikai Maru, Japanese str., 2,319 tons, Capt. M. Watabe, from Karatsu, with coal.—M.H.K.

Shunjo Maru, Japanese str., 543 tons, Capt. T. Hamaguchi, from Keelung, with coal.—J. Yoshida.

Stochow, British str., 1,594 tons, Capt. W. McDonald, from Shanghai, with a general cargo.—B. & S.

Tung Hing, Chinese str., 264 tons, Capt. Chun Chow, from Macao, with a general cargo.—Shun Cheung S.S. Co.

Tungshing, Chinese str., 788 tons, Capt. J. Copland, from Kienhon, with rice.—Yue Woo S.S. Co.

Waihsing, British str., 1,173 tons, Capt. J. W. Pettigrew, from Shanghai, with a general cargo.—J. M. & Co.

West Orowa, American str., 3,343 tons, Capt. J. A. Jacobson, from San Francisco, with a general cargo.—Struthers & Barry.

Yuenyung, British str., 1,125 tons, Capt. S. O. Mitford, from Manila, with a general cargo.—J. M. & Co.

Taito Maru, Japanese str., from Canton.

CLEARANCES.

May 1st.

Anshin Maru, for Keelung.

Jun Yek, for Swatow.

Haiman, for Hoihow.

Helena, for Shanghai.

Hydrungu, for Swatow.

Indigirka, for Keelung.

Planorbis, for San Francisco.

Scany Bee, for Amoy.

Sinkiang, for Canton.

Soochow, for Canton.

Sushu Maru, for Canton.

Yungang, for Shanghai.

Taites, for Dairen.

Taito Maru, for Shanghai.

Thong Samud, for Saigon.

Washing, for Canton.

Tangke Kiang, for Hoihow.

PASSENGERS.

ARRIVALS.

For s.s. **Yuenyung**, on May 1st:—Mr. Jaquit and Mr. Harrah.

SHIPPING MOVEMENTS.

The R.M.S. s.s. **Montezuma** arrived at Moji on April 30th, at 9 a.m., left Moji on May 1st, at 8 a.m., and is due at Kobe on May 2nd, at 6 a.m.

The E. & A. Co.'s s.s. **St. Albans** left Moji for this port on April 28th, p.m., and is due here on May 3rd, at daylight.

The R.M.S. **Empress of Russia** arrived at Yokohama on April 27th, a.m., left Yokohama on April 28th, noon, and is due at Vancouver on May 6th.

The B.I. s.s. **Takada** left Calcutta on April 28th, and is expected to arrive at Hongkong on or about May 13th.

The Blue Funnel steamer **Menor** left Port Said, homeward bound, on April 22nd. The **Achilles** passed through Suez Canal outward bound on April 25th.

VESSELS EXPECTED.

Manan Heath (Kerr Steamship Co.) due May 2nd.

Empress of Asia, due May 11th.

Kauzele (Bank Line), due May 22nd.

Klyber (P. & O.), due May 6th.

Mishima Maru (N.Y.K.), due May 10th.

Sado Maru (N.Y.K.), due June 1st.

Tango Maru (N.Y.K.), due May 19th.

Wray Castle (Dodwell-Castle), due May 10th.

"ANYO-MARU" STRANDS.

DANGERS OF MOJI STRAIT.

On the morning of the 12th ult. at about 9.30, the **Anyo-maru** (9,256 tons), of the Toyo Kisen Kaisha, ran aground at Danoura in the Shimonoseki-Moji strait. The tide-race, always formidable, was at what is generally reckoned the greatest volume and velocity in the whole year, and the numerous boats which put out to assist found it difficult to approach the ship. The **Anyo-maru** arrived at Moji from Manila on the 11th ult. with 8,000 tons of cargo, and left there the following morning for Kobe with about 300 passengers on board. She was passing through the strait when, without warning, the strong current swung her to one side before any steps could be taken to right her course, and so she stranded.

REPLEATED.

The vessel was refloated the following morning at 7 o'clock and she was towed into the port of Moji soon afterwards. It is expected that the damage to the cargo only will amount to ¥30,000, says a message.

WEATHER REPORT.

May 1st, at 12.27.—Pressure has increased considerably, the Japanese stations and moderately to slightly at other reporting stations. The southern depression has partially filled up. Another depression lies to the east of the Bonins.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 1st May, 0.03 inch. Total since January 1st, 13.27 inches, against an average of 11.84 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Direction	E. winds, moderate, fair to showery.
Hongkong to Cap Rock	

Formosa Channel	N.E. fresh.
South coast of China between Hongkong and Lamook	No. 1.
South coast of China between Hongkong and Hainan	No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 1st.

	Previous Day	On Date	On Date
	at 3 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.75	29.79	29.81
Temperature	82	75	77
Humidity	83	80	80
Wind Direction	S	SE	E
Force	3	0	4
Weather	0	0	0
Rain	0.24	0.00	0.93

Highest open-air Temperature on 30th... 83

Lowest open-air Temperature on 1st... 76

HONGKONG TIDE TABLE.

From 2nd to 8th May, 1922.

High Water		Low Water	
Day of Week	Time	Day of Week	Time
Tues	2 13 34	Wed	3 10 30
Wed	3 10 30	Thur	4 10 30
Thur	4 10 30	Fri	5 10 30
Fri	5 10 30	Sat	6 10 30
Sat	6 10 30	Sun	7 10 30
Sun	7 10 30	Mon	8 10 30

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental America, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying his Majesty's Mails will be despatched from this port on or about FRIDAY, 5th MAY, 1922, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, April 24th, 1922. [908]

THE THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

CANADIAN PACIFIC STEAMSHIPS LIMITED

REDUCED FARES TO ENGLAND

FIRST CLASS THROUGHOUT

EMPRESS OF CANADA. EMPRESS OF AUSTRALIA

EMPRESS OF RUSSIA. EMPRESS OF ASIA

CONNECTING WITH

EMPRESS OF SCOTLAND. EMPRESS OF FRANCE

\$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada.

\$25.60 extra.

SECOND CLASS \$412.84 GOLD

Lower Berth in Tourist-car across Canada \$12.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY.

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

"CANADIAN PACIFIC THROUGHOUT"

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CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" May 30th.

S.S. "CHINA" 6th July.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" May 5th.

S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports

C. T. SURBRIDGE, GENERAL AGENT.

PRISON'S BUILDING, 1st FLOOR, STAMFORD.

TELEPHONE: PASSENGER DEPT. TEL: FREIGHT DEPT. & AGENT.

No. 1934. No. 2161. [34]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "WRAY CASTLE" ... sailing on or about 15th May.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "TRIESTE" ... sailing early in May.

s.s. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

s.s. "PERSIA" ... sailing on or about 12th May.

s.s. "TRIESTE" ... sailing end of May.

s.s. "VENETIA" ... 2nd half of June.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

NIPPON Yusen Kaisha, Ltd.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

FUSHIMI MARU (For Keelung and Japan) ... Wednesday, 3rd May, at noon.

(To be transhipped at Kobe into YOKOHAMA MARU) ... Monday, 12th June, at 11 a.m.

IYO MARU ... Monday, 12th June, at 11 a.m.

MARSEILLES, LONDON & ANTWERP ... Singapore, &c.

HAKONE MARU ... Wednesday, 17th May, at 11 a.m.

SUWAMARU ... Friday, 26th May, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM ... Friday, 5th May.

TOTTORI MARU ... Friday, 5th May.

LIVERPOOL via MARSEILLES and VALENCIA ... Saturday, 27th May.

TATSUNO MARU ... Saturday, 27th May.

SYDNEY & MELBOURNE via Manila &c. ... Tuesday, 16th May, at 11 a.m.

AKI MARU ... Tuesday, 30th June, at 11 a.m.

TANGO MARU ... Tuesday, 30th June, at 11 a.m.

NEW YORK via PANAMA ... Friday, 5th May.

LISBON MARU ... Friday, 5th May.

NEW YORK via Suez ... Beginning of June.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE ... Beginning of June.

KAWACHI MARU ... Beginning of June.

SOMBAI via Singapore, Penang and Colombo ... Tuesday, 2nd May.

YEBOSHI MARU (omitting Penang) ... Tuesday, 2nd May.

CALOUTTA via Rangoon ... Tuesday, 2nd May.

AKITA MARU ... Tuesday, 2nd May.

NAGASAKI, KOBE & YOKOHAMA ... Friday, 19th May, at 11 a.m.

TANGO MARU ... Friday, 19th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA ... Thursday, 11th May, at 11 a.m.

MISHIMA MARU ... Friday, 2nd June, at 11 a.m.

SADO MARU ... Friday, 2nd June, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

K. E. KAMEI Manager.

Telephone Nos. 292 & 297.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dowry" ... Due Hongkong 12th May.

"West Prospect" ... Due Hongkong 15th May.

"West Prospect" ... Due Hongkong 11th June.

"West Prospect" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, SOERABAYA, SAMARANG AND BATAVIA.

"West Orowa" ... Due Hongkong 1st Port.

"West Farallon" ... Due Hongkong 2nd May.

"West Farallon" ... Due Hongkong 24th May.

"West Farallon" ... Leave Hongkong 26th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-TRAITS & JAVA.

1st Floor, Powell's Building, Phone No. 3008.

G. P. BRADFORD, Res. Agent.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

s.s. "TAIKWA MARU" ... on or about 11th May.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... on or about 11th May.

For further particulars, please apply to—

S. MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The M/S. "MALAYA"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 7th June.

Further Sailings	Expected on or about	Will leave for above ports on or about
S/S. "Transvaal"	20th May	27th June
M/S. "Java"	10th June	18th July
M/S. "Pern"	25th June	1st August
M/S. "Afrika"	24th July	1st September

Subject to change without notice.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD., Agents.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

1. "CITY OF CALCUTTA" ... 5th May...Marseilles, London, Dunkirk and Antwerp.
2. "CITY OF PEKIN" ... 18th May...London, Dunkirk, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or HESS & CO., CANTON

General Agents.

P. & O. British India

Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS.	Tonnage	From Hongkong (about)	Destination
"DUNERA"	5,400	5th May, noon	Singapore, Penang, Colombo & Bombay
"FLASSY"	7,346	10th May	Marseilles, London & Antwerp
"DONGOLA"	6,000	14th May	do
"SICILIA"	6,700	6th June	Singapore, Colombo & Bombay
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"DELTA"	8,100	11th June	do
"SOLDAN"	7,000	1st July	Singapore, Colombo & Bombay
"KASHMIR"	8,000	5th July	Marseilles, London & Antwerp
"KARNATA"	9,000	19th July	do
"KASHGAR"	9,000	2nd Aug.	do

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,052	3rd May, 1 p.m.	Calcutta via Singapore & Penang
"EURYALUS"	3,570	6th May, 1 p.m.	Singapore via Amoy.

EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	5,000	5th May	Manila, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per the New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"EURYALUS"	3,570	2nd May, 4 p.m.	Amoy only.
"EASTERN"	3,570	5th May	Kobe and Yokohama.
"KHYBER"	9,000	8th May	Shanghai & Japan.
"SICILIA"	6,700	24th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

32, Des Voeux Road Central, HONGKONG

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly service via Singapore and Penang, Suez, Thursday, 18th May.

BOMBAY, COLOMBO, REGULAR FORTNIGHTLY SERVICE via SINGAPORE, Thursday, 13th May.

DELHI & BANGKOK via SINGAPORE & SINGAPORE, Thursday, 4th May.

CALCUTTA via SINGAPORE, Penang & Bangkok, Thursday, 18th May.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via SINGAPORE, Penang & Bangkok, Friday, 5th May.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports, Thursday, 5th May.

NEW ORLEANS LINE via SUEZ, Tuesday, 16th May.

JAPAN PORTS—Kobe & Yokohama via Shanghai, Thursday, 11th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers, Sunday, 7th May.

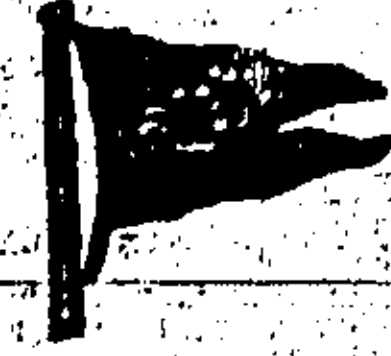
TAKAO via SWATOW & AMOY, Thursday, 4th May.

Tel. No. 4080.

Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

Telephone 3105

Telegrams (Furness)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
NINGPO	"YUNNAN"	On 2nd May, 10 a.m.
NINGPO	"PAKHAI"	On 2nd May, 4 p.m.
AMOI, MANILA, CEBU & ILOILO	"TAMING"	On 2nd May, 11 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 4th May, noon
AMOI, SHANGHAI & TSINGTAO	"SINKIANG"	On 5th May, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUTCHOW"	On 5th May, 4 p.m.
SWATOW & SHANGHAI	"LUCHOW"	On 6th May, noon
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 8th May, 4 p.m.
SHANGHAI	"KAIKONG"	On 9th May, 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 9th May, 11 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 9th May, 11 a.m.
SWATOW & AMOI	"KIANGSU"	On 9th May, 11 a.m.
SWATOW & SINGAPORE	"CHIEI"	On 10th May, 4 p.m.
CHEFOO & NEWCHWANG	"CHIEI"	On 10th May, 4 p.m.

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STEAMER	TONS	LEAVES HONGKONG
SEIYO MARU	14,000	May 20th
RAKUYO MARU	14,000	June 24th
GINYO MARU	14,000	Aug. 27th

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S.S. "EMERALD STATE" ... May 15th ... May 18th

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S.S. "WOLVERINE STATE" ... Sept. 1st ... Sept. 24th

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"HAWAII" ... May 18th

"PATRICK HENRY" ... June 15th

"EASTERN TRADER" ... July 25th

"HEFFRON" ... August 8th

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MARSEILLES, HAIPHONG, SAIGON ... "AZAY LE RIDEAU" ... 15,000 ... On or about 28th May.

SINGAPORE, PENANG, COLOMBO ... "AMAZONE" ... 11,000 ... On or about 2nd May.

DJIBOUTI, SUEZ & PORT SAID ... "FORTHOUS" ... 20,000 ... On or about 13th May.

"ANGKOR" ... 15,000 ... On or about 30th May.

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HAIHONG ... Capt. J. S. Thomson ... Friday, 5th May, at 1 p.m.

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